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## REPORT

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PLACE OBTAINED

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DATE OBTAINED \_\_\_\_\_ DATE PREPARED 26 October 1950

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REMARKS

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1. On 18 September 1950 the Doeberitz (N 53/2 65) airfield was occupied by 60 single-engine, low-wing monoplanes, parked in three rows, one row on the southern edge of the field and two on the northern edge; two single-engine, low-wing monoplanes, parked in front of the hangars on the eastern edge of the field; and two biplanes, one near the aircraft on the southern edge and the other near the aircraft on the eastern edge of the field. \* The two single-engine, low-wing monoplanes in front of the hangars were smaller and more streamlined than the other monoplanes. One had a glaring red nose and, on the fuselage, a wide red stripe which extended as far as the tail. There was no flying despite good visibility and clear weather. The weather later became cloudy, however.
2. On 26 September 1950 from 60 to 70 single-engine, low-wing monoplanes with a weapon pointing upward to the rear from the cockpit, were parked in three rows on the northern edge of the field. \* No other aircraft were observed as the view of the field was limited. Individual single-engine, low-wing monoplanes from the northern edge took off for local flights and landed individually.
3. About 30 railroad cars, loaded with briquettes, were on the spur track along the road in front of the field. Soviet soldiers wearing black-bordered blue epaulets were unloading the cars.
4. Two high lookout posts in the northwestern corner of the field were occupied by sentries equipped with field glasses. About 20 stripped wrecks of single-engine aircraft were on the southwestern edge of the field.

5.

25X1A \*  Comment. The aircraft strength has not changed compared with the last report of 15 September 1950.   
Two ground attack regiments are still believed to be stationed in Doeberitz.

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Auth.: HR 70-2

Date: 30-8-78